

### LEGEND

Staff Recommendations

Expressway/Prime Arterial (6.1,2)

Major Road Series (4.1)

Boulevard Series (4.2)

Community Collector Series (2.1)

Light Collector Series (2.2)

Minor Collector Series (2.3)

Local Public Road (LPR)

Fire Access Road (FA)

Deleted/Unbuilt Road

Road Components

Raised Median

Continuous Turn Lane

Intermittent Turn Lane

Improvement Options\*

Reduced Shoulder

Proposed CE Roadway Standards

\* Passing Lane, Intermittent Turn Lane, Turnouts, Etc.

Matrix Key & Level of Community Concurrence

Agree

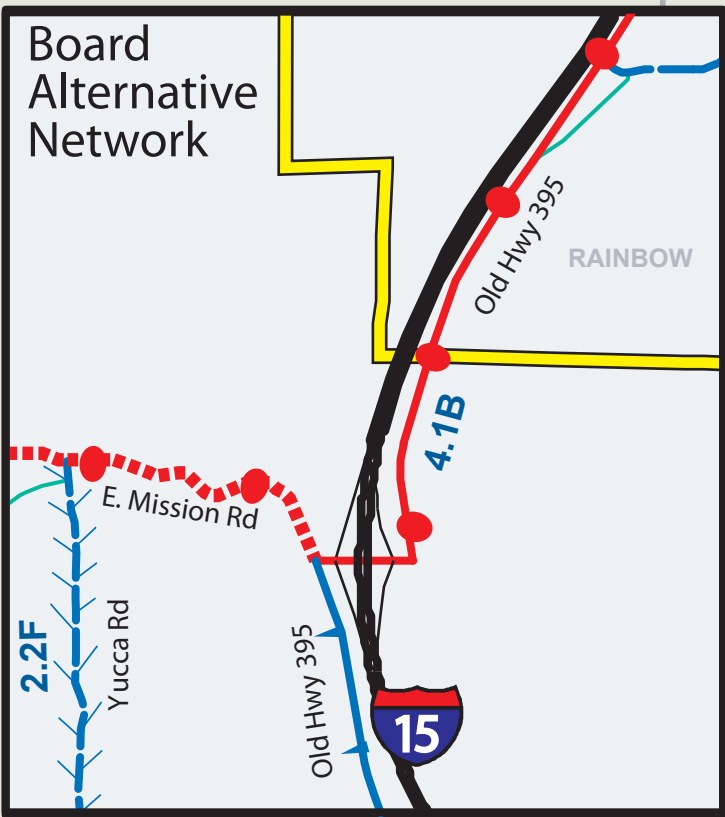
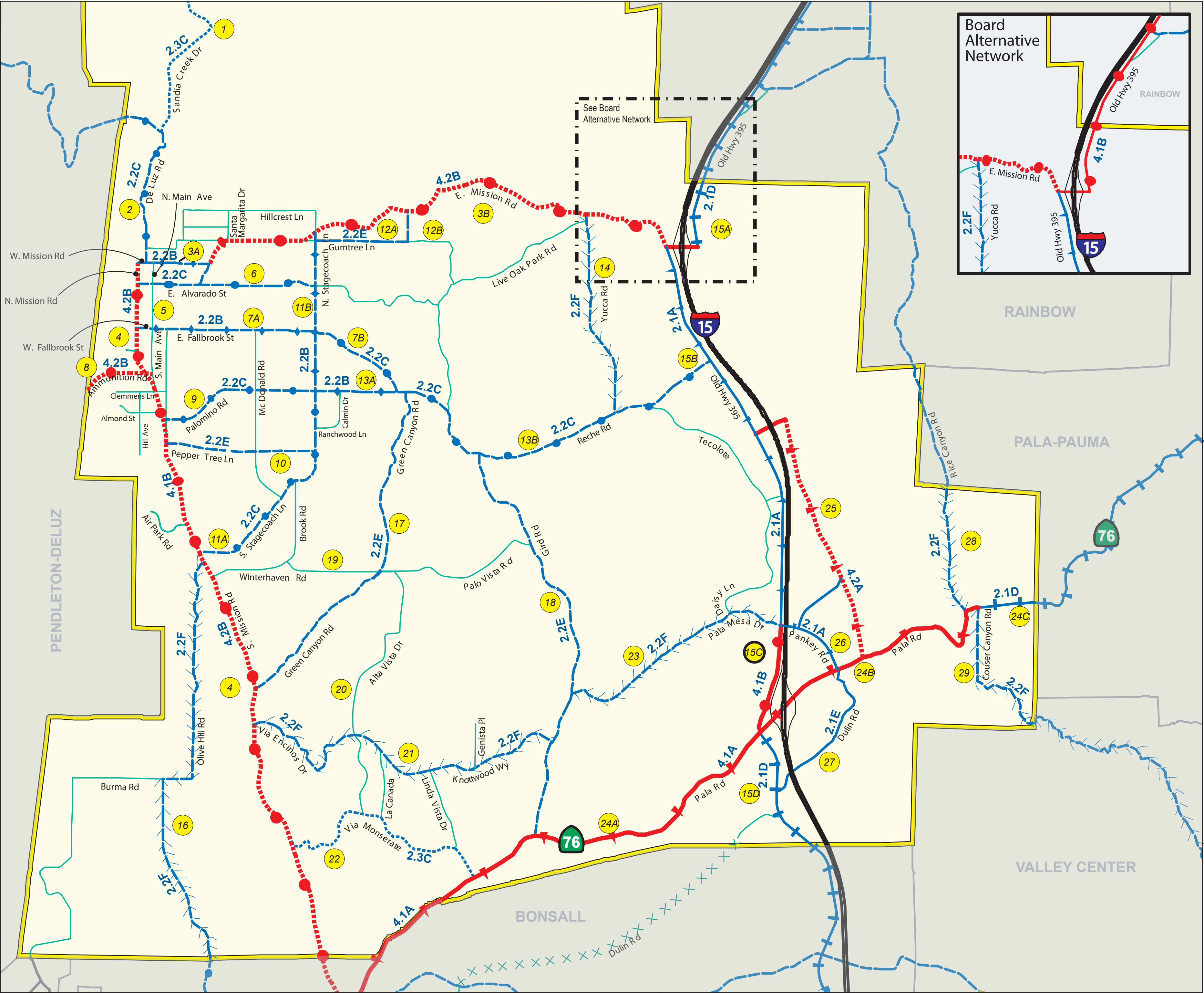
Minor Disagreement

Major Disagreement

No Action

3,000 6,000 Feet 9,000

August 24, 2006



Fallbrook: Proposed CE Road Network

CE Road Segment	Board-Endorsed Network	Rationale
<b>1 Sandia Creek Drive (SC 21)</b> <u>Segment:</u> Complete Segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.3C Minor Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Minimize Costs</i> – Consistent with projected traffic volumes</li> <li>• <i>Minimize Environmental Impacts</i> – Road traverses substantial terrain and sensitive environmental areas</li> </ul>
<b>2 DeLuz Road (SC 10)</b> <u>Segment:</u> W. Mission Road to Sandia Creek Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and surrounding land uses</li> </ul> <b>Note: Will operate at LOS E (14.7K ADTs) for approximately 3 block segment</b>
<b>3A E. Mission Road (SF 1305)</b> <u>Segment:</u> N. Mission Road to Brandon Road <u>Existing Condition:</u> 2 lanes (+ continuous turn lane) <u>Current Classification:</u> Major Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Support Land Use Goals</i> – This is an existing road with developed commercial uses, located in the Fallbrook village area</li> <li>• <i>Community Consensus</i> – Road widening would adversely impact community character in a highly visible area and is opposed by the planning group</li> <li>• <i>Road Capacity</i> – Parallel routes (E. Alvarado Street and local roads) provide additional road capacity</li> </ul> <b>Note: Will operate at LOS E (15.1K ADTs) for approximately 2 block segment</b>
<b>3B E. Mission Road (SF 1305)</b> <u>Segment:</u> Brandon Road to Old Highway 395/I-15 <u>Existing Condition:</u> 2 lanes with intermittent turn lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes. Boulevards are located in Semi-Rural areas, adjustments to the visual distance requirements will be needed to the road design to ensure public safety.</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>4 S. Mission Road (SF 1305)</b></p> <p><u>Segment</u>: W. Mission Road to SR-76</p> <p><u>Existing Condition</u>: 4 lanes (with continuous turn lane)</p> <p><u>Current Classification</u>: Major Road (4+ lanes)</p>	<p><b>Minor Downgrade</b></p> <p>4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Board Direction</i> – Boulevards are located in Semi-Rural areas, adjustments will be needed to the road design to ensure public safety. The 40 mph design speed is a minimum, which should provide the flexibility needed to address both the community request (and the Board motion) and public safety concerns.</li> </ul>
<p><b>5 Main Avenue</b></p> <p><u>Segment</u>: Entire segment</p> <p><u>Existing Condition</u>: 2 lanes with intermittent turn lanes</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Remove from CE Network</b></p> <p>Retain as Local Public Road</p>	<ul style="list-style-type: none"> <li>• <i>Support Land Use Goals</i> – Road is not required for community circulation (S. Mission Road runs parallel) and CE requirements would be inconsistent with Fallbrook Village Revitalization Plan efforts</li> <li>• <i>Community Consensus</i> – Planning Group preference</li> </ul>
<p><b>6 Alvarado Road (SC 10)</b></p> <p><u>Segment</u>: Mission St to Stage Coach Lane</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul> <p><b>Note: Will operate at LOS E (15.0K ADTs) for approximately 2 block segment</b></p>
<p><b>7A Fallbrook Street (SF 1416)</b></p> <p><u>Segment</u>: S. Mission St to Stage Coach Lane</p> <p><u>Existing Condition</u>: 2 lanes (with continuous turn lane)</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.2B Light Collector with Continuous Turn Lane (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul> <p><b>Note: Will operate at LOS E (14.7K ADTs) for approximately 2 block segment</b></p>

CE Road Segment	Board-Endorsed Network	Rationale
<b>7B E. Fallbrook Street extension (SF 1416)</b> <u>Segment:</u> Stage Coach Lane to Reche Road <u>Existing Condition:</u> Not complete <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<b>8 Ammunition Road (SC 20)</b> <u>Segment:</u> entire road <u>Existing Condition:</u> 4 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Minor Downgrade</b> 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<b>9 Palomino Road</b> <u>Segment:</u> Old Stage Road to Stage Coach Lane <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> <li><i>Maximize Traffic Movement</i> – Will improve connectivity within the village area and provide a link to southern commercial node</li> </ul>
<b>10 Pepper Tree Lane (SC 90)</b> <u>Segment:</u> S. Mission Road to Stage Coach Lane <u>Existing Condition:</u> 2 lanes (not complete) <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> <li><i>Maximize Traffic Movement</i> – Will improve connectivity within the village area and provide a link to southern commercial node</li> </ul> <p><b>Note: Will operate at LOS E (13.4K ADT) for approximately 1 block segment</b></p>
<b>11A Stage Coach Lane (SA 40)</b> <u>Segment:</u> S. Mission Road to Reche Road <u>Existing Condition:</u> 2 lanes (+ intermittent turn lane) <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>11B Stage Coach Lane (SA 40)</b> <u>Segment:</u> Reche Road to E. Mission Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Minor Upgrade</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes</li> </ul>
<b>12A Gumtree Lane (SC 30)</b> <u>Segment:</u> <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<b>12B Gumtree Lane (SC 30)</b> <u>Segment:</u> Hamilton Lane to SC30 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road (2 lanes)  <i>CPG Preference:</i> <b>Minor Downgrade</b> 2.2F Community Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – Road segment does not provide a connection to Mission Road east of Hamilton Lane. Deletion from Circulation Element reflects existing condition.</li> </ul>
<b>13A Reche Road (SF 1416)</b> <u>Segment:</u> Stage Coach Lane to Green Canyon Road <u>Existing Condition:</u> 2 lane (with turn lanes) <u>Current Classification:</u> Local Public Road	<b>Minor Upgrade</b> 2.2B Light Collector with Continuous turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>13B Reche Road (SF 1416)</b> <u>Segment:</u> Green Canyon Road to Old Highway 395 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Minor Upgrade</b> 2.2C Light Collector with Intermittent Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. Road improvements are needed to handle projected traffic volumes</li> </ul>
<b>14 Yucca Road</b> <u>Segment:</u> Reche Road to E. Mission Road <u>Existing Condition:</u> 2 lanes (not complete) <u>Current Classification:</u> not on CE	<b>Minor Upgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. New CE link provides important north-south connection in a needed area</li> </ul>
<b>15A Old Highway 395 (SA 15)</b> <u>Segment:</u> Old Highway 395/I-15 Intersection to Fallbrook CPA boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade classification</b> 2.1A Community Collector with Raised Median (2+ lanes) <i>4-lane equivalent right-of-way should be retained in case of future need</i>	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – Excess traffic volumes linked to regional 2030 traffic from Riverside County. Improvement to 4-lane road would magnify attraction as road parallels I-15.</li> <li><i>Community Consensus</i> – Consistent with planning group preference</li> </ul> <b>Note: Will operate at LOS E (17.2K ADTs)</b>
<b>15B Old Highway 395 (SA 15)</b> <u>Segment:</u> Old Highway 395/I-15 Intersection to Pala Mesa Drive <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade classification</b> 2.1A Community Collector with Raised Median (2+ lanes) <i>4-lane equivalent right-of-way should be retained in case of future need</i>	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – Excess traffic volumes linked to regional 2030 traffic from Riverside County. Improvement to 4-lane road would magnify attraction as road parallels I-15.</li> <li><i>Community Consensus</i> – Consistent with planning group preference</li> </ul> <b>Note: Will operate at LOS E and F (17.5 to 21.1K ADTs)</b>

CE Road Segment	Board-Endorsed Network	Rationale
<b>15C Old Highway 395 (SA 15)</b> <u>Segment:</u> Pala Mesa Drive to SR-76 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Equivalent Classification</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)  <i>CPG Preference:</i> <b>Minor Downgrade</b> 4.2B Boulevard with Intermittent Turn Lanes (4+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes</li> </ul>
<b>15D Old Highway 395 (SA 15)</b> <u>Segment:</u> SR-76 to Bonsall CPA boundary <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.1D Community Collector with improvement options (2 lanes) <i>4-lane equivalent right-of-way should be retained in case of future need</i>	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – Excess traffic volumes linked to regional 2030 traffic.</li> <li><i>Community Consensus</i> – Consistent with planning group preference</li> </ul> <b>Note: Will operate at LOS E (14.7 to 15.6K ADTs)</b>
<b>16 Olive Hill Road (SC 100.5)</b> <u>Segment:</u> S. Mission Road to Bonsall CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<b>17 Green Canyon Road (SA 60.2-SC 71)</b> <u>Segment:</u> Reche Road to S. Mission Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Equivalent classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<b>18 Gird Road (SA 80)</b> <u>Segment:</u> Reche Road to SR-76 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Equivalent classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<b>19 Winter Haven Road/Palo Vista</b> <u>Segment:</u> Winter Haven Road to Via Monserate <u>Existing Condition:</u> 2 lanes (not complete) <u>Current Classification:</u> Rural Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – Planning Group preference. Projected traffic volumes consistent with a non-CE road</li> </ul>
<b>20 Alta Vista Road (SC 130/140)</b> <u>Segment:</u> Winter Haven Road to Via Monserate <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Community Consensus</i> – planning group preference. Projected traffic volumes consistent with a non-CE road</li> </ul>
<b>21 Via Encinos/Knottwood Way</b> <u>Segment:</u> S. Mission Road. to Gird Road. <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Provides an important east-west connection for the area</li> <li>• <i>Community Consensus</i> – Planning Group preference. Consistent with existing conditions and community character (reduced shoulders)</li> </ul>
<b>22 Via Monserate (SC 120)</b> <u>Segment:</u> S. Mission Road. to SR-76 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.3C Minor Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>



CE Road Segment	Board-Endorsed Network	Rationale
<b>23 Pala Mesa Drive</b> <u>Segment:</u> S. Mission Road. to SR-76 <u>Existing Condition:</u> 2 lanes (not complete) <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions. Road did not provide a desirable alternative to other east-west connections</li> </ul>
<b>24A SR-76 (Pala Road)</b> <u>Segment:</u> Bonsall CPA to Old Highway 395 <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Prime Arterial (6 lanes)	<b>Downgrade Classification</b> 4.1A Major Road with Raised Median (4+ lanes)  <i>CPG Preference:</i> No Action	<ul style="list-style-type: none"> <li><i>Minimize Costs</i> – Consistent with SANDAG RTP and Caltrans planned improvements</li> <li><i>Minimize Environmental Impacts</i> - Constrained right-of-way due to environmental constraints (San Luis Rey river) that do not accommodate a six-lane road</li> </ul> <p><b>Note: Will operate at LOS E (51.1 to 52.4K ADT) between Bonsall CPA and Gird Road</b></p>
<b>24B SR-76 (Pala Road)</b> <u>Segment:</u> Old Highway 395 to Couser Canyon Road <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Equivalent Classification</b> 4.1A Major Road with Raised Median (4+ lanes)  <i>CPG Preference:</i> No Action	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Required by projected traffic volumes and consistent with existing classification</li> </ul>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>24C SR-76 (Pala Road)</b></p> <p><u>Segment</u>: Couser Canyon Road to Fallbrook/Pala-Pauma CPA boundary</p> <p><u>Existing Condition</u>: 2 lanes</p> <p><u>Current Classification</u>: Major Road (4+ lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Passing lanes are the preferred improvement option.</i></p> <p><i>4-lane equivalent right-of-way should be retained in case of future need</i></p> <p><i>CPG Preference:</i></p> <p>No Action</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<p><b>25 Meadowood/Passarelle Road</b></p> <p><u>Segment</u>: SR-76 to Canonita Drive</p> <p><u>Existing Condition</u>: Not complete</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Upgrade Classification</b></p> <p>4.2A Boulevard with Raised Median (4+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and proposed project</li> <li>• <i>Support Land Use Goals</i> – Proposed road would traverse a new community with Village densities and characteristics – Boulevard’s slower design speed is consistent with the desired character of the new community</li> </ul>
<p><b>26 Pankey Road (SC 260.2)</b></p> <p><u>Segment</u>: SR-76 to Pala Mesa Drive</p> <p><u>Existing Condition</u>: not complete</p> <p><u>Current Classification</u>: Light Collector (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.1A Community Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and proposed project</li> </ul> <p><b>Note: Will operate at LOS E (14.9K ADTs) for short segment. Road segment is subject to further refinement during project processing (following project-level analysis)</b></p>

CE Road Segment	Board-Endorsed Network	Rationale
<p><b>27 Dulin Road (SC 260.2)</b>  <u>Segment:</u> SR-76 to Old Highway 395  <u>Existing Condition:</u> 2 lanes  <u>Current Classification:</u> Light Collector (2 lanes)</p>	<p><b>Equivalent Classification</b>  2.1E Community Collector (2 lanes)  <i>Delete Dulin Road from Circulation Element west of Old Highway 395</i></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and Lake Rancho Viejo project</li> </ul>
<p><b>28 Rice Canyon Road</b>  <u>Segment:</u> Fallbrook/Rainbow CPA boundary to SR-76  <u>Existing Condition:</u> not complete  <u>Current Classification:</u> Rural Light Collector (2 lanes)</p>	<p><b>Minor Downgrade</b>  2.2F Light Collector with Reduced Shoulder (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>
<p><b>29 Couser Canyon Road</b>  <u>Segment:</u> SR-76 to Fallbrook/Valley Center CPA boundary  <u>Existing Condition:</u> not complete  <u>Current Classification:</u> Rural Light Collector (2 lanes)</p>	<p><b>Minor Downgrade</b>  2.2F Light Collector with reduced shoulder (2 lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Consistent with projected traffic volumes and existing conditions</li> </ul>